



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ADELANTO, CA	<b>Accident Number:</b>	LAX96LA060
<b>Date &amp; Time:</b>	12/01/1995, 1418 PST	<b>Registration:</b>	N6LS
<b>Aircraft:</b>	Laister LP-15	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT ENTERED THE AIRSTRIP TRAFFIC PATTERN AND SET UP FOR A DOWNWIND FINAL APPROACH TO RUNWAY 9. THE WINDSOCKS WERE INDICATING A WIND FROM THE WEST AT 10-12 KNOTS AND FAVORED A LANDING TO THE WEST. AN FAA DESIGNATED PILOT EXAMINER FOR GLIDERS WITNESSED THE ACCIDENT AND REPORTED THAT THE SPEED AND ALTITUDE OF THE GLIDER WAS SLOW AND LOW. THE GLIDER BEGAN A BASE-TO-FINAL TURN ABOUT 50-75 FEET AGL AND THE LEFT WING OF THE GLIDER DROPPED. THE EXAMINER SAID THE GLIDER APPEARED TO STALL AND THEN DESCEND TO GROUND IMPACT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's selection of the wrong runway for the prevailing wind conditions, and his failure to maintain an adequate airspeed during the base-to-final turn.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. WEATHER CONDITION - TAILWIND
2. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - GROUND

## Factual Information

On December 1, 1995, at 1418 hours Pacific standard time, a Laister Sailplane LP-15, N6LS, collided with the ground during the base-to-final turn while landing at Krey Field, Adelanto, California. The glider was operated as a personal flight when the accident occurred. The glider was destroyed and the certificated private pilot was seriously injured. Visual meteorological conditions prevailed.

Witnesses reported the pilot was towed toward the east to an altitude of 3,000 feet above ground level (agl), and the weather conditions at the time of landing favored a landing to the west. The glider was observed on a downwind leg of the traffic pattern heading west into the wind.

An FAA designated pilot examiner for gliders witnessed the accident. The speed and altitude of the glider was reported as slow and low. During the base-to-final turn for runway 09 about 50-75 feet agl, the left wing of the glider was observed to drop. The witness said the glider appeared to stall and then descend to ground impact.

Examination of the glider by the airport manager after the accident did not reveal any evidence of mechanical failure or malfunction. The field is equipped with three windsocks. According to witnesses, the windsocks were indicating a wind from the west at 10-12 knots at the time of the accident.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	299 hours (Total, all aircraft), 2 hours (Total, this make and model), 219 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Laister	Registration:	N6LS
Model/Series:	LP-15 LP-15	Aircraft Category:	Glider
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Experimental	Serial Number:	N1
Landing Gear Type:	Ski/wheel	Seats:	1
Date/Type of Last Inspection:	04/15/1995, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	Unknown
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	ELWOOD M. INKSTER	Rated Power:	
Operator:	ELWOOD M. INKSTER	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	, CA (OCL1)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1400 PST	Type of Airspace:	Class G

## Airport Information

Airport:	KREY FIELD (OCL1)	Runway Surface Type:	Dirt
Airport Elevation:	3042 ft	Runway Surface Condition:	
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3360 ft / 250 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	THOMAS H WILCOX	Report Date:	08/20/1996
Additional Participating Persons:	JACK GENTRY; RIVERSIDE, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.ntsbt.gov/pubdms/">http://dms.ntsbt.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).